



Venice of America

CITY OF

FORT LAUDERDALE

AVIATION ADVISORY BOARD

Fort Lauderdale Executive Airport

Administrative Office - Multipurpose Room

6000 NW 21 Avenue, Fort Lauderdale, FL

Thursday, April 24, 2008, 1:30 p.m.

Board Members	Attendance	Cumulative Attendance 7/07 through 6/08	
		Present	Absent
Bunney Brenneman, Chair	P	8	0
Joseph Scerbo, Vice Chair	P	6	2
Lee Alexander	P	7	0
Andrew Berns, Tamarac	P	1	0
Alberto Calvo	P	2	0
Michael Dunbar	P	2	0
Lloyd Evanson	A	4	4
Linda Iverson	P	2	0
Richard McDonald	P	6	2
Deborah VanValkenburgh [2:24]	P	7	1
Sharon Woods	P	7	1

Airport/City Staff

Clara Bennett, Airport Manager
 Mark Cervasio, Assistant Airport Manager
 Alex Erskine, Assistant Airport Manager
 Rufus A. James, Airport Operations Supervisor
 Fernando Blanco, Airport Engineer
 Florence Straugh, Noise Abatement Officer
 Leslie Carhart, Administrative Assistant
 Sharon Dreesen, Administrative Aide
 Victoria Minard, Assistant City Attorney
 Jonathan Gehrke, Airport Operations Aide
 Matt Bocchino, Airport Operations Aide
 Jason Robinson, Airport Operations Aide
 J. Opperlee, Recording Secretary

Visitors

Doug Barrett, Harris Miller Miller & Hanson, Inc.
 Ted Baldwin, Harris Miller Miller & Hanson, Inc.
 Joan Kuntz, Sheltair
 Ricardo Avin, City of Oakland Park
 Don Campion, Banyan Air Services
 Keri Dowling, Aviation Legal Group
 George Weaver, Buehler Aviation
 Clarence Jackson, Congressman Alcee Hastings' staff

FORT LAUDERDALE EXECUTIVE AIRPORT

6000 N.W. 21ST AVENUE, SUITE 200, FORT LAUDERDALE, FLORIDA 33309

TELEPHONE (954) 828-4955, FAX (954) 938-4974

www.fortlauderdale.gov



Call to Order

The meeting was called to order at 1:37 p.m. by Chair Brenneman.

1. Approve Minutes of March 2008 Meeting

Motion made by Ms. Woods, seconded by Mr. Calvo, to approve the minutes of the Board's March 2008 meeting. In a voice vote, the motion passed unanimously.

2. Proposal to Prepare and Process a National Environmental Policy Act Environmental Assessment to Expand the Hours of the Runway 08, I-95 Departure Turn - Project 11320 - Kimley-Horn and Associates - Task Order 39 – Harris Miller Miller & Hanson, Inc.

Ms. Straugh reminded the Board that in August 2007 the City initiated a task order with Harris Miller Miller & Hanson (HMMH) to conduct a Scoping Element for a proposed National Environmental Policy Act (NEPA) Environmental Assessment (EA) to expand the hours of the Runway 08, I-95 Departure Turn.

Ms. Straugh reported that HMMH had submitted a proposal to prepare and process an EA in accordance with federal guidelines. Under this Task Order, HMMH would provide their services on a time-and-materials basis. Ms. Straugh introduced Doug Barrett and Ted Baldwin from Harris Miller Miller & Hanson, Inc. to provide the Board a history of the proposal and the results of the scoping element.

Mr. Baldwin stated this was a continuous process and he was pleased with the cooperative efforts from the residential community, the aviation community and the City.

Mr. Baldwin explained that the first formal noise study at FXE had been completed in 1986. At the conclusion of that study, there was strong support for requiring 100% of jets departing runway 8 to make the turn up I-95, but the FAA had rejected this, citing operational concerns.

After a 1994 EA and a 45-day test, they had been able to convince the FAA that the I-95 turn was safe, feasible and efficient, and the FAA had approved a destination-based I-95 turn. Shortly after this, Mr. Baldwin stated, the second Part 150 noise study had been conducted, and was concluded in 1995. HMMH advised then that FXE should seek to increase the number of operations assigned the I-95 turn.

Mr. Baldwin remarked that only 3 airports nationwide had conducted three Part 150 studies and after FXE had conducted their third in 2002, HMMH had recommended that 100% of jets be assigned the I-95 turn as a mandatory procedure. He stated there was support from the community and pilots for this,

but not from the FAA. Mr. Baldwin explained that the basis of the FAA objection was the impact this could have on air traffic workload. They had negotiated with the FAA to require 100% of jets departing between 11 p.m. and 7 a.m. to be assigned the turn.

Mr. Baldwin reported that when City continued to pursue increasing the hours the turn was used, the FAA informed them that in order to increase the hours, an Environmental Assessment must be conducted.

Mr. Barrett explained that an EA was typically conducted when significant environmental effects were *not* anticipated; an Environmental Impact Statement [EIS] was a more comprehensive study that was conducted when significant environmental effects *were* anticipated. An EIS also had more formal requirements for public outreach and documentation.

Mr. Barrett stated FXE staff had contacted HMMH to conduct the EA, and HMMH had suggested the scoping element. This was not a formal requirement for an EA, but staff wanted to go above and beyond the normal requirements for an EA. The scoping process was begun in late 2007, and notice was provided to all local, state and federal review agencies and also to nearby homeowner groups to solicit input. Workshops were held for public input as well.

Mr. Barrett reported they had received over 200 formal responses, and the majority of these supported expanding the I-95 turn procedure. With the exception of the FAA, all other state, local and federal agencies signed off on the study.

Mr. Barrett informed the Board that HMMH had presented to the City the results of the scoping element, which described what the EA would take into account and examine. He explained there were three main parts of the EA. The first was to examine the five alternatives that would be considered in the process to assess operational feasibility. The second part was to examine the existing conditions around FXE and the potential environmental consequences of all of the alternatives. Since this was essentially a noise study, Mr. Barrett stated they would concentrate on these environmental consequences, but would also cover all of the required 20 potential impact categories.

Mr. Barrett stated the third part of the study was the public outreach element. He remarked there was no requirement for public hearings, but these would be held. They would provide the public the opportunity to review and comment on the draft document as well.

Mr. Baldwin described a Standard Instrument Departure [SID], which was a formal departure procedure for pilots that was published by the FAA. Mr. Baldwin noted that a SID would reduce workload because of the explicit directions it included. Mr. Baldwin said they were pursuing a Required

Navigational Performance procedure [RNP], which was even more specific, and ultimately, 24-hour assignment of the turn.

Ms. Straugh stated staff had negotiated Task Order 39 to develop the Proposal to prepare an Environmental Assessment (EA) for Runway-08, I-95 Departure in the amount of \$304,055.00. She reported project funding was available in the Airport's approved FY 06/07 Capital Improvement Plan. Pending concurrence by the Consultant Selection and Negotiation Committee and approval of the City Attorney, staff recommended approval of Task Order No. 39.

Staff Recommendation:

Staff recommends approval of the proposed Task Order with Kimley Horn and Associates, Inc., with Harris Miller Miller & Hanson, Inc. as sub-consultants, for the Proposal to prepare an Environmental Assessment (EA) for Runway-08, I-95 Departure in the amount of \$304,055.00.

Ms. Bennett informed Mr. Calvo that 12-15% of all departures were jets. He asked if they had considered requiring all departures to make the turn, and Ms. Straugh informed him that, depending on the departure route, Instrument Flight Rule [IFR] and Visual Flight Rule [VFR] planes were instructed to make the turn.

Mr. Dunbar was concerned that 85% of all departures [non jets] were not included in the study and wanted to include these. Ms. Bennett clarified that the I-95 turn assignment was based on route of flight and not just jets were included. They feared that if they requested that all planes be assigned the I-95 turn, the FAA would not consider this a viable option for FXE. She noted that the IFR procedures were being studied as well.

Mr. Baldwin explained that very few airports had implemented the RNP procedures because it required so much training. He noted that any aircraft could be assigned the I-95 turn, but the RNP enabled tighter compliance.

Mr. Scerbo asked the FAA's rationale for requiring the EA. Ms. Bennett explained that the City had been requesting legislative assistance from the Florida delegation for the past four years and this effort had resulted in a meeting last summer with local air traffic personnel who had informally agreed to a one-hour increase. A few weeks later, the FAA sent an email stating that any change would require the EA. Mr. Scerbo listed the impacts that were supposed to be included in the study and wondered how these could be addressed.

Mr. Barrett explained that pursuant to the National Environmental Policy Act [NEPA], they must address all 20 impact areas, but agencies had agreed up front that very minimal or no analysis would be required in some of those categories. Mr. Baldwin pointed out that they were only putting substantial effort into the noise and operational analyses.

Mr. Scerbo was concerned they were spending \$300,000 to study environmental impacts as well as noise impacts. Mr. Baldwin reminded him that federal law required all of the elements of the study, even though it seemed superfluous.

[Ms. VanValkenburgh arrived at 2:24]

Mr. Calvo stated that in his neighborhood, most noise was caused by low-flying propeller planes, not jets, and he asked if this was being addressed. Mr. Baldwin felt that after they addressed the jet noise at night, this would be the next issue.

Ms. Bennett said there was a perception that traffic was increasing, but pointed out that in 2000 there were approximately 260,000 operations, and in 2007 there were approximately 200,000 operations, a significant decrease. She noted that the FAA had made changes to airspace design in the area, primarily to address issues at FLL, and this had affected FXE.

Mr. Calvo asked about enforcement mechanisms for pilots who did not follow directions regarding altitude or the I-95 turn. Mr. Baldwin informed him that the FAA would contact any pilot who did not follow the rules.

Ms. Bennett stated the study was legally required, but she felt that political pressure was very important as well. She explained that the particular difficulty in addressing propeller-driven aircraft was that they were on visual, not instrument flight rules.

Mr. Baldwin noted the progress they had made since the FAA first refused to authorize any planes to make the I-95 turn, and said this process and progress would continue for years. He explained that because of the slower climb speed and rate of propeller aircraft, if they were also required to make the I-95 turn, there would be a problem with separation, which would ultimately create wait times for take offs from FXE.

Ms. Iverson asked if FXE could prevent a plane from using the airport. Ms. Bennett stated the airport was part of public transportation. The airport was limited by its own physical capabilities and market forces.

Ms. Iverson asked if the community outreach included the noise complaint telephone number, and if there would be notice to the community that the study was currently being conducted. Mr. Baldwin explained that notification to the communities had begun last winter, and far exceeded the EA requirements. He stated any input from any source would be considered during the course of the study.

Mr. Barrett informed the Board that the draft document would be made available for public review, and public meetings would be held to explain the results. Any input from the hotline, the website, or letters would be taken into consideration.

Mr. Barrett noted that it was to their benefit to get as much public input as possible and this would help increase support.

Dr. Alexander asked if an SID was specific to types of airplanes. Mr. Baldwin stated an SID was very customized, and could be specific to aircraft type and technical ability. He noted that because SIDs were so complex, they could be difficult to get adopted.

[Mr. Berns left the meeting at 3:00]

Mr. Baldwin explained that in response to the projected increase in air traffic and resulting capacity problems, the FAA was developing the Next Generation Air Transportation System [NGATS] to replace the current radar-based system. The new system would be based on GPS technology for aircraft tracking and control.

Mr. Scerbo asked who had made the decision to restrict the study to jet aircraft? Was it the City, FXE staff or the FAA? Ms. Bennett said it was all three. Their formal efforts to reroute aircraft had always been focused on jets for two reasons. She explained that the first reason was that jets were the noisiest, and noted that two-thirds of their noise complaints were jet-related. The second was that jets usually flew on instruments and this made it easier for them to make the I-95 turn. Ms. Bennett said they also feared that if they requested all aircraft to use the I-95 turn, the FAA would simply shut the door on their request.

Motion made by Dr. Alexander, seconded by Ms. VanValkenburgh, to approve the staff recommendation. In a voice vote, Board unanimously approved.

UPDATE ITEMS

A. Noise Compatibility Program

Imperial Point Homeowners Association

Ms. Straugh informed the Board that staff had attended the Imperial Point Homeowners Association meeting on Tuesday, April 15, 2008 to answer questions about the Noise Abatement Program.

Noise Abatement Office - Operator Visits

Ms. Straugh stated staff had visited several operators on the airfield to discuss possible ways that they could reduce aircraft noise over residential areas. The operators had expressed a commitment to try different measures to reduce aircraft noise. She reported that the Noise Abatement Office would also send these operators flight track data to help the pilots adjust their aircraft performance.

Nighttime and I-95 Turn

Ms. Straugh reported that for February 2008, there were no noise events over 80 dB at night between 10:00 p.m. and 7:00 a.m. From 10:00 p.m. to 7:00 a.m., sixty-four (64) jets had flown the I-95 Turn and seven (7) of those jets were stage-two aircraft.

Noise Abatement Program Statistics

The noise program statistics for March 2008 were included in the Board's packet.

Chair Brenneman asked Ms. Straugh to explain how the noise hotline information helped in their efforts to reduce noise.

Ms. Straugh explained that the calls to the hotline helped staff to focus on the most offensive aircraft. Ms. Bennett pointed out that the noise monitors reported the noise levels whether or not a complaint was called in.

Ms. Straugh stated after each call, staff researched the complaint and matched it to a flight track. If a resident requested a call back, staff would call the resident back. If they could not be contacted by phone, staff would send a letter containing information regarding the flight the resident had phoned about.

Dr. Alexander noted that just as a certain type of aircraft could generate the most noise complaints, a certain household could be responsible for a high percentage of phone calls every month. Ms. Bennett explained that some reports to the Board were configured to reflect breakdowns that Board members had specifically requested, such as indicating how many calls were received from individual households. Ms. Straugh, Mr. Cervasio and Mr. Baldwin were currently revamping their reports and that a workshop would be held after a Board meeting in the near future to discuss this.

Mr. Scerbo felt when they took into account how many individual households made most of the phone calls, they would see that they really did not have a serious problem. Ms. Iverson felt most people had given up calling. She said when the hotline was introduced, many people called but "nothing's happening. How can you call every day, year after year after year, when nothing happens." Ms. Iverson thought there must be a "more efficient way to express problems, but you just can't keep calling." Ms. Bennett asked Ms. Iverson if "nothing happens" meant that staff had not responded to residents' calls as promised. Ms. Iverson said, "No, the noise doesn't go away; it's still there."

Mr. Dunbar stated he had lived in the area for eight months and had not been aware there was a hotline to call. He believed outreach was very important and they must find ways to improve it and to let residents know FXE was concerned about noise issues and was doing something about it. Ms. Bennett said the noise monitoring system was important in this regard because it did not rely on

complaints for staff to be aware of the statistics and to know there was a problem, but community input was most helpful when they went to the FAA to request changes.

Mr. Baldwin explained in response to a question from Mr. Dunbar that citizen input had helped set the 80-decibel benchmark for maximum noise level.

B. Development and Construction

Taxiway Alpha Relocation Project # 10802

Mr. James informed the Board that Ranger Construction had completed asphalt paving in two run-up areas and was preparing the foundation for the third blast fence. He anticipated delivery of the blast fence during the week of April 21, and once constructed, the electrician would complete the electrical work for the run-up areas to be open for aircraft use.

Mr. James stated that the contractor had also started work in Phase 11, which included demolition of the existing Taxiway Alpha, construction of the new Taxiway Alpha and installation of temporary paint markings. Barricades and lighting equipment were in place to properly identify the closed taxiway routes and staff had issued a Notice To Airmen (NOTAM) to inform pilots of the closure. Mr. James informed the Board that Phase 11 was expected to run approximately fifty-one days and he agreed to provide the Board with an update after completion.

Operations statistics were provided with the Board's packet.

C. Arrearages

There were no arrearages to report.

D. FLL Update

Ms. Straugh announced there would be a public hearing regarding the Fort Lauderdale-Hollywood International Airport's Draft Environmental Assessment for Proposed Runways 9R/27L and 13/31m on Thursday, May 1, from 4 p.m. to 7 p.m., at the Airport Hilton.

Other items and announcements

Chair Brenneman announced that Mr. Evanson was recuperating from quadruple bypass surgery. Board members signed a get-well card to mail to Mr. Evanson.

Chair Brenneman announced that the Board had a new representative from Tamarac, Mr. Andrew Berns.

Chair Brenneman stated Cypress Creek Road would be closed from April 25 at 10 p.m. until May 5 at 6 p.m.

The Board received copies of the 2008 Florida Guide to the Sunshine Amendment and Code of Ethics.

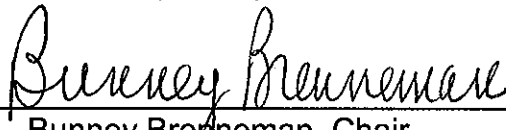
Ms. VanValkenburgh asked for an update on the F-86. Mr. Cervasio stated the Air Force Association was making arrangements to have the plane returned to Holiday Park.

Ms. Bennett announced that Banyan Air Service had recently been voted #2 Best FBO in the country and #1 Best Independent FBO by Professional Pilot Magazine. They were also rated #1 Most Improved in Ranking, going from #28 last year to #2 this year.

Mr. Don Champion, Banyan Air Service, said their terminal was the first of its kind and it opened many opportunities. He said their vision of Banyan was to be recognized as the premier FBO of choice. Mr. Champion thanked the Board and FXE staff for their work on behalf of the airport.

There being no further business before the Board, the meeting adjourned at 3:50 p.m.

- Next scheduled meeting date: Thursday – May 22, 2008 – 1:30 PM


Bunney Brenneman, Chair

PLEASE NOTE:

If any persons decide to appeal any decision made with respect to any matter considered at this public meeting or hearing, he/she will need a record of the proceedings and, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.